[002] This application claims priority from German Application Serial No. 103 14 334.3 filed March 28, 2003.

[003] FIELD OF THE INVENTION

[004] The invention relates to a drive train for a mobile vehicle~~, of the type defined in more detail in the preamble of Claim 1~~.

[005] BACKGROUND OF THE INVENTION

[009] ~~This objective is achieved by a drive train for a mobile vehicle, which also embodies the characterizing features of the principal claim.~~

[010] SUMMARY OF THE INVENTION

[020] BRIEF DESCRIPTION OF THE DRAWING

[021] ~~Other characteristics emerge from the description of the figure.~~ The invention will now be described, by way of example, with reference to the accompanying drawings in which:

[022] Fig. 1 shows a drive engine driving a pump impeller of a hydrodynamic torque converter by a clutch.

[023] DETAILED DESCRIPTION OF THE INVENTION

1-8. (CANCELED)

9. (NEW) A drive train for a mobile vehicle with a drive engine (1), which powers, on one hand, a shiftable step-down transmission (5) for propulsion drive via a hydrodynamic torque converter and, on another hand, an auxiliary drive (6) for powering a hydraulic pump (7) for a working hydraulic system, such that a pump impeller (3) of the hydrodynamic torque converter is in connection with the drive engine (1) via a clutch (2), wherein a signal from a selector lever (8) for the working hydraulic system and a signal from a driving pedal (11) for propulsion drive are passed to an electronic control unit (10) and the electronic control unit (10) controls the drive engine (1) and the clutch (2) in such a manner that, depending on the position of the driving pedal (11), a driving speed and a speed of the auxiliary drive (6) are established, depending on a position of the selector lever (8).

10. (NEW) A method for the control of a drive train for a mobile vehicle with a drive engine (1), which powers, on one hand, a shiftable step-down transmission (5) for propulsion drive via a hydrodynamic torque converter and, on another hand, an auxiliary drive (6) for powering a hydraulic pump (7) for a working hydraulic system, such that a pump impeller (3) of the hydrodynamic torque converter is in connection with the drive engine (1) via a clutch (2), wherein a signal from a selector lever (8) for the working hydraulic system and a signal from a driving pedal (11) for a propulsion drive are passed to the electronic control unit (10) and a electronic control unit (10) controls the drive engine (1) and the clutch (2) in such a manner that, depending on a position of the driving pedal (11), a driving speed and a speed of the auxiliary drive (6) are established, depending on a position of the selector lever (8).

11. (NEW) The method for the control of a drive train according to claim 10, wherein when the selector lever (8) is actuated with the clutch (2) closed, the clutch (2) is actuated in a opening direction sufficiently far enough for the auxiliary drive (6) to reach a defined speed.

12. (NEW) The method for the control of a drive train according to claim 10, wherein when the drive engine (1) is operating below a maximum power and the clutch (2) is closed and, when the selector lever (8) is then actuated, the clutch (2) is actuated in an opening direction and the drive engine (1) is regulated in such a manner that the auxiliary drive (6) reaches a defined speed and the driving speed corresponds to that specified by the position of the driving pedal (11).

13. (NEW) The method for the control of a drive train according to claim 10, wherein when the drive engine (1) is operating at maximum power and the clutch (2) is closed and, when the selector lever (8) is then actuated, the clutch (2) is actuated in an opening direction and the drive engine (1) is regulated in such a manner that the auxiliary drive (6) reaches a defined speed and the driving speed is reduced as the driving resistance increases.

14. (NEW) The method for the control of a drive train according to claim 10, wherein when the selector lever (8) is actuated and the driving pedal (11) is actuated in the direction of lower speed, a speed of the drive engine (1) is increased.

15. (NEW) The method for the control of a drive train according to claim 14, wherein the driving speed is reduced by actuating a service brake (12).

16. (NEW) The method for the control of a drive train according to claim 10, wherein when the selector lever (8) is actuated and the driving pedal (11) is actuated in a direction of higher speed, a speed of the auxiliary drive (6) is increased and the shift transmission (5) is shifted in a direction of a higher transmission ratio.